



ONE ENJOYS

Both the method and results when Syrup of Figs is taken; it is pleasant and refreshing to the taste, and acts gently yet promptly on the Kidneys, Liver and Bowels, cleanses the system effectually, dispels colds, headaches and fevers and cures habitual constipation. Syrup of Figs is the only remedy of its kind ever produced, pleasing to the taste and acceptable to the stomach, prompt in its action and truly beneficial in its effects, prepared only from the most healthy and agreeable substances, its many excellent qualities commend it to all and have made it the most popular remedy known.

Syrup of Figs is for sale in 50c and \$1 bottles by all leading druggists. Any reliable druggist who may not have it on hand will procure it promptly for any one who wishes to try it. Do not accept any substitute.

CALIFORNIA FIG SYRUP CO.
SAV FRANCISCO
LOUISVILLE, KY. NEW YORK, N.Y.

THE BOYCOTT DEAD

KILLED BY THE ALTON, WHICH REFUSED TO FIGHT THE L. E. & W.

Mr. Charlton Says He Does Not Propose to Lose Business—The Indianapolis Line Not Worried.

A dispatch from Chicago says: "The boycott of the Lake Erie & Western by the Western Passenger Association is dead and will come to life again. The proposed boycott has stirred up considerable feeling among the association lines, and there is a strong probability that the matter may result in a rate war over excursion business. The Alton today notified Chairman Caldwell that it could make no part in the boycott, as it was necessary for it to meet the competition of the Atchison and prevent the latter line from taking the bulk of the business from the Lake Erie & Western. This statement on the part of the Alton is taken with a large grain of salt by the other lines, as the Atchison is in no position to get any of the Lake Erie & Western business, and, besides, General Passenger Agent Daly, of the Lake Erie & Western, is credited with the declaration that he intended to send the business over the Alton road, boycott or no boycott. General Passenger Agent Charlton, of the Alton, in his letter to Chairman Caldwell announcing that the Alton could take no part in the boycott, took occasion to mildly censure the chairman for his haste in declaring the boycott. Chairman Caldwell replied to-day that he had acted in no haste, and that he had taken no action whatever until he had received the assurance of the Alton road that whatever action he saw fit to take against the Lake Erie & Western would be approved by the Alton, which has had no quarrel with the Lake Erie & Western for this very business over which the trouble has now arisen. When the Alton had declared that it would not contract with the Lake Erie & Western and was willing that action should be taken against the road, the latter line had not yet decided until that time. The Atchison immediately went plainly to-day that it had no intention of leaving the Lake Erie & Western and that it probably would in the near future make that same rate for the general public from the point in Indiana from which the reduced rates have been made by the Lake Erie & Western."

R. E. Mansfield, secretary of the Indiana Lincoln League, says that the officers of that organization are not alarmed over the actions of the Western Passenger Association in its efforts to force the L. E. & W. Railroad Company to repudiate the \$2.75 rate made for the Indiana delegation to the National League convention at Denver, on June 26, and the threatened boycott on that road because of its determination to carry out its contract made with the league. "We have a contract with the Lake Erie people," said Mr. Mansfield, "and we have confidence in their ability and disposition to carry out that contract. The Western Passenger Association is a contrary notwithstanding. Other local roads are being put to the test in bidding for the business, putting their propositions in writing, which I still hold in my possession. We have no business with the passenger association or any other road. We shall look to the Lake Erie & Western Railroad Company and have the assurance from them that their agreement will be carried out in every detail. Indiana has secured a lower rate for the summer season of the league convention than any rate in the Union. It is a matter of counting making a Western trip on the special league train, which leaves Indianapolis on Friday, June 23, at 10 a. m., and returns to the city at the rate of \$2.75 for the round trip will be maintained."

The boycott is not worrying the officials of the Lake Erie & Western in the least. H. C. Parker, general manager of the road, says that a road of the mileage of the Lake Erie & Western can create so much commotion in the Western Passenger Association, which is looked upon as one of the strongest of the associations, over carrying business, that it is a matter of business of the Central Traffic Association, which is a small part of the business out of Peoria, all the roads together not getting as much as one should get out of the business. The fact that the Denver passenger business is concerned, the Lake Erie & Western simply met rates which other lines have withdrawn from, and they now propose to carry out their contract to the letter with the Indiana Lincoln League.

Through Traffic Agreement.

The conference at New York between the representatives of the trunk lines, the Central Traffic and the Western Freight Association has resulted in a new arrangement for the settlement of the question through rates from the Missouri river to the Atlantic seaboard. Instead of putting the question into the hands of the commissioners of the three associations, it is voted that the whole question should be referred to a committee of three from each association, and that the committee should have a view to report a comprehensive plan for the regulation of the through rates from the river to the Atlantic seaboard. The commissioners of the three associations are to be members of the new committee, but they are to divide the powers with the other members. The new Mississippi territory has withdrawn from notice that all existing contracts with Eastern lines shall be terminated June 15. Pending the settlement that is now set on foot, the transmississippi line will continue in connection with the trunk lines the present prorating arrangements.

Report on the Eastern Freight Pool.

The traffic managers of the ten roads leading east from Chicago have just received the first figures under the east-bound freight pool, which were for May business. The Louisville pool has not been in operation long enough to give a report in fact, it did not become effective until June 1, while that of Chicago took effect May 1. Commissioner Blanchard's statement shows that the Grand Trunk, the Lake Shore and the Pennsylvania are largely in excess of their agreed proportions, and the Erie and Western are ahead in their percentages, but not to a degree which will give any trouble in equalizing their shares. The latter line is doing some feeling between the Chicago roads that Commissioner Blanchard, in his statement, does not show. A comparison of the Indiana, Illinois and Iowa and the Elgin, Joliet & Eastern, both of the lines being well roads around Chicago, but neither of the trunk lines at their eastern terminals. It is rumored that the roads which are ahead in tonnage will not divert a single pound to the roads that are deficient until the tonnage of the latter line is shown. The Lake Shore road gets a good deal of business from the three "A" roads, while the Grand Trunk and the Pennsylvania are of business from Chicago via junction points, on investigation, is shown to cut no figure, so light are east-bound shipments from all junction points, and the rumors that east-bound rates were being cut at Peoria, on investigation, proved groundless.

C. H. & I. Stockholders.

The stockholders of the Cincinnati, Hamilton & Indianapolis held their annual meeting in Hamilton on Thursday and elected as directors for the ensuing year Abram Evans, F. H. Short, C. G. Waldo, G. R. Balch, Wm. Beckwith, J. J. Walsh, T. J. Richmond, E. Jacoby and A. Galloway. The directors yesterday elected as officers C. G. Waldo president, George R. Balch secretary and F. H. Short treasurer. The stockholders will meet again on Thursday at Indianapolis. Next week there will be a meeting of the stockholders of the Hamilton & Indianapolis, which will be held at the city of all its meetings will be held. It will be noted that three of the directors elected are residents of Indianapolis.

Flood Damages in the Northwest.

A detailed report of flood damage in the Northwest has been received at Union Pacific headquarters in Omaha. It is thoroughly authentic, and indicates that reports of destruction have not been greatly exaggerated. It is from the company's agent at Portland, Ore., and declares that property along the river front, in addition to being greatly damaged, has permanently depreciated 50 per cent. The Union Pacific report says that the property along the river front, in addition to being greatly damaged, has permanently depreciated 50 per cent. The Union Pacific report says that the property along the river front, in addition to being greatly damaged, has permanently depreciated 50 per cent.

The C. & O. May Bounce Breckinridge.

It is said that the Chesapeake & Ohio railroad, of which Breckinridge & Shelby have been the attorneys for years, has been dissatisfied with Breckinridge, as they believe he has lost his usefulness and is now a positive disadvantage to the road. The talk at Lexington, Ky., is that the road will be dispensed with as soon as it can be done without undue haste. President M. E. Jurgels, of the Chesapeake & Ohio, is said to have determined upon this matter.

Personal, Local and General Notes.

J. F. Sechler has been appointed master mechanic of the Elgin, Joliet & Eastern, and will be in charge of the road's mechanical department. J. A. Barnard, general manager of the Peoria & Eastern, leaves on Sunday for Washington, D. C., to attend to business. An official of the Chicago Great Western states that the company has fully decided to extend its Hampton branch to Sioux City, Mo.

John King, president and receiver of the Erie, says over 80 per cent of the securities owned by the Erie have been reorganized.

The Western Passenger Association lines have decided to make a round trip to the St. Louis exposition.

The Baltimore & Lehigh road, extending from Baltimore to Delta, Pa., was sold yesterday for \$250,000 to J. Wilson Brown, of New York.

E. E. Hixon, formerly with the Big Four, has taken the position of chief clerk for George S. Foster, of the Ohio Southern & Cleveland, Akron & Columbus.

The freight offices of the Wabash and the Missouri, Kansas & Texas at Hannibal, Mo., have been merged into a joint agent, taking effect next Monday.

There is excellent authority for stating that the Chicago Great Western is the general manager of the Chicago Great Western, is to take a good position on the road.

J. J. McLaughlin has resigned as superintendent of the Butte, Anaconda & Pacific to accept the general agency of a large Chicago commission firm at Miles City, Mont.

The Lake Shore passenger department has gotten out a very handsome litho-water color of the expedition by the famous one-hour train between New York and Chicago.

The stock of the Ohio Southern owned by the Indiana Southern, which was purchased by Cleveland parties, who voted for George S. Foster, at the recent meeting of the directors.

The city of Montreal has offered to give the Grand Trunk road \$100,000 for the purpose of the city's franchise. The portion of that city where the track of the Canadian Pacific goes is owned by the city.

P. P. McCarthy, general passenger agent of the Baltimore & Ohio Western, has just gotten out some attractive advertising matter, showing the summer resorts on that system and reached by it.

The Lake Erie & Western earned in the first week of its decreased rates, compared with the corresponding week of last year, a profit of \$27,000, a decrease of \$11,300.

The Richmond & Danville property, as a whole, was sold yesterday to Charles H. Coster and A. J. Thomas, of the purchasing committee, representing Drexel, Morgan & Co. The property was for \$930,000.

The statement is made on the best of authority that the Chicago & Ohio Southern, the Cleveland, Akron & Columbus and the Cincinnati, Lebanon & Dayton are to be consolidated in pursuance of the late law plan.

The Toledo & Ohio Central has been given a demand suit for \$140,000 for loss of samples of clothing carried by a traveler on the Toledo & Ohio Central. The railroad company will now take the case to the Supreme Court.

The Pennsylvania Company has given Wm. Brewster, baggage master who last summer lost a leg in the Coleridge collision, \$2,000. The company was for \$2,000. He has drawn \$600 from the Voluntary Relief Department.

The Chicago & Indiana Coal road that the contractors have been making rapid progress in the construction of the new bridges. Two spans of the new bridge over the Wabash are in position and a third is nearly completed.

Oscar Murray, vice president of the Big Four, has received information from M. E. Jurgels, president of the Chesapeake & Ohio, to the effect that they have been carrying on business with the Central Traffic Association, which is a small part of the business out of Peoria, all the roads together not getting as much as one should get out of the business.

The Big Four will in a few days contract for two new iron bridges, each 125 feet long, to be built over the river at the Chicago division. This division will be provided with iron bridges over all streams. Several miles of the road have been purchased to be laid this season on the river at Indianapolis. The strain on the rail is very severe.

The resignation of J. F. Howler, chief traveling auditor of the Pennsylvania, took effect yesterday. He was succeeded by Thomas B. Stokes, of the Pittsburgh division, succeeds Mr. Howler, with headquarters at Indianapolis. The Pennsylvania succeeds Mr. Stokes on the Pittsburgh division.

The Wabash railroad is curtailing expenses wherever practicable. The position of chief train dispatcher of the eastern division held by James H. Sams, of the Wabash, was abolished. The report that the trainmasters on this division would be retained is pronounced without foundation by an official of the company. The position of chief dispatcher will be recreated when business picks up.

The Indianapolis division of the Central Association of Railway Officials has now forty members. Only general superintendents, division superintendents, train masters and master mechanics are eligible for membership. The association is making a valuable aid to the roads centering here, taking up the question of harmonizing many questions which in the past have led to more or less friction.

Malaria is one of the most insidious of health destroyers. Hood's Sarsaparilla cures its deadly poison and builds up the system.

HE SCORED THE JUDGE

AN ATTORNEY TURNS HIMSELF LOOSE IN A GAMBLING CASE.

Suit to Recover Money Lost at Tron's Gambling House—Massachusetts Iron Hall Funds.

Louis P. Wetzel some months ago dalled with the ivories in one of William Tron's poker rooms, and his sitting resulted in the loss of several hundred dollars. He brought suit against Tron to recover the amount, the case being assigned to Room 1. Yesterday morning Judge Wetzel arranged to try the case and instructed the bailiff to call the jury. Attorney Beckett, who brought the suit for Wetzel, came in and announced that he was not ready for trial. James Cropper, attorney for Tron, also objected to the case, and the court overruled the objection. The case was then assigned to Room 1. Lawyers asked that the case be continued. Judge Wetzel reminded the attorneys that he had given them ample time in which to prepare for trial, and now he would insist on going on with the case. Attorney Beckett withdrew, and the court overruled the objection. The case was then assigned to Room 1. The court room the attorney proceeded to the clerk's office to refile the suit. He requested the clerk to docket the case. The clerk in Room 2, however, informed him that this could not be done at present. Beckett will probably refile the suit in Room 3.

IRON HALL FUNDS.

Nearly \$300,000 Massachusetts Money to Arrive To-Day.

Judge Wetzel has declared that sick benefit claims against the Iron Hall already assigned to the court, and the court overruled the objection. The case was then assigned to Room 1. The court room the attorney proceeded to the clerk's office to refile the suit. He requested the clerk to docket the case. The clerk in Room 2, however, informed him that this could not be done at present. Beckett will probably refile the suit in Room 3.

Harold Taylor, attorney for the receiver, has been assigned to Room 1. The court overruled the objection. The case was then assigned to Room 1. The court room the attorney proceeded to the clerk's office to refile the suit. He requested the clerk to docket the case. The clerk in Room 2, however, informed him that this could not be done at present. Beckett will probably refile the suit in Room 3.

Stenographic Institute Receiver. Judge Wetzel yesterday made James L. Mitchell receiver of the Stenographic Institute on the application of Jefferson M. Wilson. The plaintiff claims that the institute is indebted to him.

HULEN AGAIN LOCKED UP.

An Alldayr Now Filed Charging Him with Murder.

In the Police Court yesterday morning John Hulen was charged with the murder of Lewis Parsons by the affidavit of Chief of Detectives Spillane. The grand jury failed to return an indictment against him, and the police department has decided to make further investigation. Hulen was the last person seen with Parsons before he was killed. The body of the latter was found a letter written by Hulen while he was in the penitentiary. He was held without bail all Wednesday, when he will be given a preliminary examination.

Premier Works Claim.

The H. F. Watson Company yesterday began its action to recover for work done on a mechanic's lien on the Premier Steel Company. John E. McGinnis, receiver, is made defendant to the suit. The plaintiffs allege that on April 25, 1893, they completed the work of covering all of the steam pipes between the boiler and the engine of the Premier Steel Company, for which the defendant promised to pay the sum of \$10,000. The plaintiffs claim that the defendant has failed to pay the sum of \$10,000, and the court is to decide on the merits of the case.

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SUMMER AT BAY VIEW.

Outline of the Programme Offered by the Annual Summer School.

Occasional Correspondence of the Journal. BAY VIEW, Mich., June 15.—Following the intense life that Americans live comes the necessity for recreation, especially through the summer months, and thus the annual summer school at Bay View, Mich., of which the Michigan State Board of Education is the sponsor, is a pleasant rest from care and business can be enjoyed. But for those who are seeking with a rest from business, an invigorating climate and an opportunity to enjoy intellectual pursuits, or to pursue some line of study which pressing duties prevent while at home, no more inviting summer home can be found than at Bay View, Emmet county, Michigan. This summer city, situated on Little Traverse bay, about one mile from the city of Petoskey, easily accessible from all points of the State by direct lines of railroad, or by the lines of steamers, on the great lakes, offers to the literary-loving the advantages of the assembly and summer university. Through the management of the president, Mr. John H. Biddle, the school is a most interesting and profitable one. The programme of the summer school, with explicit information, is found in the June number of the Journal. The school is open from June 15 to the 1st of September, and a week later the assembly and run together until the middle of September. The programme of the school is a most interesting and profitable one. The programme of the summer school, with explicit information, is found in the June number of the Journal. The school is open from June 15 to the 1st of September, and a week later the assembly and run together until the middle of September.

Lump and Crushed Coke

FOR SALE

INDIANAPOLIS GAS COMPANY.

TICKETS TO BE HAD AT

49 South Pennsylvania Street.

list in hospital, and commends the ample preparation of the government for such emergencies. (See page 124, Vol. IV, "Indiana and the War.")

On the 24th of April, 1892, he reports from the return from Washington, on the 24th of May, 1892, he reports with his associates, Dr. A. H. Biddle and Dr. J. H. Biddle, as follows: "Sir—The undersigned physicians, appointed by your honorable body to examine the case of the soldier in hospital at Winchester, Va., Frederick, Md., Baltimore, Md., and Alexandria, have the honor to report, etc." It follows a long report of the case of the soldier in hospital at Winchester, Va., Frederick, Md., Baltimore, Md., and Alexandria, have the honor to report, etc.

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